		CENTRAL I	NTELLIGENCE AGENCY	REPORT	25X1
		INFORM <i>A</i>	ATION REPORT	T CD NO.	
ÖUNTRY					
	East	t Germany		DATE DISTR. 20 April 1955	
UBJECT	Bezi	irk Directorate for	r Motor Traffic	NO. OF PAGES	
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		Control of the Contro	ngrontga <del>mma</del>		× •
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1.	for Motor	r Traffic)(BDK) wa	s located at 30 Wilh	elm Kuelz Strasse, Potsdam.	
	Denartmer	at of the Council		subordinate to the Traffic hich again was under the	25X1
	control o	of the State Secre	tariat for Motor Tra	ffic and Roads. In late	05)/4
	1954, it State Sec	was generally beloretariat for Moto	.ieved	would be incorporated into	25X1
	a new Mir	nistry of Traffic.	All the corresponder	nce of BDK Potsdam was	
				Council of Bezirk Potsdam.	
2.	BDK Potso	dem consisted of t	the following departm	ents:	
		Department	onemtmant		
		and Statistical I Department	pepar umen u		
		s Supply Departmer nce Department	ıt		
	Cadre De				
	Labor Dep				
		rative Department Inspectorate			
	which was	s to be establishe	ed in the near future	cluded a Legal Department	
	In December 14 VEB mo	ber 1954, BDK Pots otor vehicle rep <b>a</b> i	sdam controlled 22 VE Ir shops and 5 drivin	B Traffic enterprises, g schools, in addition	
	to an uno	determined number	of BDK branch agenci	es (Aussenstellen und	
	Nebenstel 74 agenc	llen) in all Kreis ies were subordina	se (administrative di ate to the BDK within	Stricts). A total of Bezirk Potsdam.	
	The Main	tenance De <b>partment</b>	of BDK had one dena	rtmental chief, one female	
	secretar;	s maintenance ter		Carlos Michael	
۱,	<u>terintet</u>	an. Three post	the fotal staff o	f RDK was estimated to be	,
				The second secon	
	· · · · · · · ·	CLASSIFICATION	S-E-C-R-E-1		
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- BDK controlled the following 14 VEB motor vehicle remain shops:
  - 1) "Max-Reimann" repair shop at Dreilinden, formerly a Bosch extermise, charged with remair work on model Horch, Edw, DKW, and Phaenomen vehicles. Work Force: about 175 men.
  - 2) Remain shop at Luckenwalde for model EMW vehicles. Tork force: about 8 men.
  - Repair shop at Brandenburg for model EMW and Horch vehicles. Work force: about 54 men.
  - 4) Repair shop at Brandenburg, charged with repair work on model ACO and ETT vehicles and motorcycles. Work force: about 7 men.
  - 5) Remain shor at Oraniemburg, in charge of electric generators. Work Force: about 20 men.
  - Repair shop at Neurum in for model EES and DVS vehicles. Fork force: about 25 men.
  - 7) Remain shop at Neurumpin, in charge of electrical equipment for motor vehicles. Work force: about 40 men.
  - 8) Repair shop at Belzig: Work force: about 4 men.
  - O) Repair shop at Witteteck and Salliunick, charged with repair work on model ENW vehicles. West Figure 200 men.
  - 10) Repair shop at Kyritz.
  - 11) Repair shop at Wildau. Jork force about 12 mem.
  - 13) Repair shop at Potsdam-Babelsberg, charged with remair work on model EMW and Phaenonmen vehicles. Work force: about 55 men.
  - Repair shep on Least Strasse at Potsdam with a branch plant on the Autobian at Michendorf, charged with repair work on model EMW was force: about 30 men.
  - 14) Repair show at Mossen, charged with repair work on model DKW vehicles. Work force: about 40 men.

The administrative personnel of each of the VEB motor vehicle remain shors included:

- 1 manager,
- 1 technical manager.
- 1 workshop foreman,
- 1 norm engineer,
- 1 purchasing agent,
- 1 accountant.
- Personnel employed in the administration of motor traffic and highway metters included:

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State Secretariat for Motor T		
State Secretary	Ernst Heinrich imrecht	
Main Administration for Motor	Traffic	
Chicf	Schlimper (fnu),	
Chief of the Technical Department	Lenz (fnu),	2
Council of Bezirk Potsdam		
Chief of the Traffic Department	Reschke (fnu),	
Chief of the Planning Department	Schellow (?)	2
BDK Potsdam		
Chief	Hans Daniel.	2
Deputy Chief of BDK and Chief of the Traffic Department	Kleidon (fnu),	2
in charge of Freight Traffic	Heinrich Kieling, 44	2
chief of the Planning and Statistical Department	Frau Klaus, (fnu),	
chief of the Finance .	Koch (****),	252
n Charge of Rates	Inge Taege,	
hief of the Materials upply Department	Otto Seeger,	
hicf of the Cadre epartmen <b>t</b>	Frau Franke (fnu),	

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Chief of the Labor Department	Heinz Hellmarn	25 <b>X</b> 1
Chief of the Administrative Department	Pilzecker (fnu),	25X1
Chief of the Security Inspectorate	Kopetsch (fnu),	25X1
<u> </u>		20/(1
Assistant	Heinz Bergemann,	25 <b>X</b> 1
13313 00110		25X1
Secretary	Frau Wurl (fnu).	25 <b>X</b> 1
		20 <b>X</b> I

- 5. Motor vehicles available at BDK Potsdam included two model EMW, one model IFA F-9, and one model DKW sedan.
- The chief of the Technical Department of BDK was resmonsible for the equipping of motor vehicle repair shops with the machinery required and the supply of materials. All requests for materials were directed through the Materials Supply Department. Workers and skilled laborers were requested through the Labor Department. There was a shortage of skilled workers. The chief of the Technical Department also worked on investment plans for machinery and tools. The chief of this department was in communication with the Traffic Department of the Council of Bezirk Potsdam and with the State Secretariat of Traffic in Berlin.
- The individual motor vehicle rerair shops worked independently, drew up their own production plans, and had an accounting department of their own. They were only inspected and supervised by the BDK. Each VEB motor vehicle repair shop concluded contracts with private and communal enterprises. All state agencies such as the Councils of Bezirke, Kreise, HO-shops, and cooperative enterprises were under an obligation to have their motor vehicles repaired at VEB repair shops. Private repair shops could only be used if VEB repair shops were unable to hardle a specific job. The canacity of VEB Pepair shops was restricted by a shortage of materials. Machine-tractor stations (MTS) had their own renair shops. Such repair shops were known to exist in Jueterbog (headed by Metz)(fnu)) and at Neuenhagen near Berlin. Special VP and/or KVP repair shops were unknown. In one case, the KVP wanted to have 30 model Phaenomen ambulances overhauled at a BDK repair the order was placed with the BDK repair shop at Zossen, which ambulance. It was known that the Zossen repair shop was 1,000 DML work for Soviet agencies at the Zossen repair shop at Dreiling the Tenair shops had to repair shop at Zossen, which charged 2,500 DME for the overhaul of one ambulance submit monthly reports on their output. ◆ports, the nonfulfidment of repair plans had to be exten exchange of experiences between the individual VEB motor vehicle repair shops was planned. The only information will table on the case (Aussen: ces (Aussenstellen und Nebenstellen) was that the 🗫 🚅 or vehicle owners 🌾 and that they issued ration &

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8. Replacement parts needed by the VEB repair shops were requisitioned through the Maintenance Department from the Materials Supply Department. General requirements were calculated on the basis of production plans made in advance. The Materials Supply Department reports its over-all requirements to the Traffic Department at the Council of the Bezirke. The Materials Supply Department sent the licenses for the procurement of replacement parts to the DHZ agencies existing in the individual Kreise, which dispatched them to the individual repair shops. The repair shops, which are in charge of maintenance on specific ma vehicles, conclude delivery contracts with the automobi blved. The VEB motor vehicle repair shops are charg rices as the DHZ enlacement parts delivered by the individual automobile plus replacement parts were sold to other BDK repair profit. In Bezirk Potsdam, VEB motot vehicle repair shops arso authorized to sell surplus replacement parts at DHZ prices to private repair shops. These was, however, a shortage of important replacement parts such as crankshafts, rear axles, drive wheels and bevel wheels for differential gears, steels of all kinds, steering units, especially worm gears for these units, and spring steels and only minor replacement parts such as signal arms, fenders, exhaust pipes, door handles, and head lights were available for sale. At the Dreilinden remain shop, surplus stocks of minor spare parts were valued at about 93,000 DME. Most of these stocks were accumulated by panicky buying. Surplus stocks accumulated at the Zossen repair shop

In Bezirk Potsdam there were: eair shops which had concluded contracts with specific autor the repair of motor vehicles manufactured by them repair shors thus had become a "Vertrags-Werkstatt" (contractual repair shop). Before this happened, the private motor vehicle repair shops were inspected by representatives of the nearest VEB motor vehicle repair shop. If the result of the insrection was favorable, the private repair shop had to submit an official request to the Maintenance Department of BDK. These requests, after they had been checked, were forwarded to the Technical Department of the State Secretariat for Motor Traffic through the Traffic Department of Bezirk Potsdam. During the months preceding December 1954, several such requests by private motor vehicle repair shops were rejected because the nationalized motor vehicle repair shops were given preference. The situation was, however, rather confused and in some cases private "Vertrags-Werkstaetten" were so provided with replacement parts that they could help out the nationalized repair shops. It was believed that some of the private repair shops obtained replacement parts The difficult situation in the field of replacement parts was illustrated by the fact that in September 1954, of 54 buses available to the nationalized traffic enterprise at Potsdam-Babelsberg, about 27 were deadlined because replacement parts for their repair were not available. At a conference held at the Traffic Department of Bewirk Potsdam in October 1954, a representative of the Ministry of Machine Construction blamed all BDK agencies for the failure to carry out necessary repair work on buses which were urgently required for the transportation of gainfully employed persons: He mentioned that in Leipzig a bus with 60 seats had been deadlined because a small pinion could not be replaced. It was also mentioned that the brake cylinders on model Tkarus buses suffered from faulty design. It was therefore resolved at the conference to modify the manifold pressure control of the brake system on these buses.

were estimated at 43,000 DME, at the Potsdam-Babelsberg repair shop at about

about 76,000 DME, and at the Luckenwalde repair shop at 27,000 DME.

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In view of the critical situation in the field of replacement parts, the establishment of a clearing point for materials and replacement parts in viewery Bezirk was suggested. Such a clearing point was opened in Bezirk Fotsdam during three days in early possible. Potsdam, the organization of such a replacement proved a feilure. Nationalized motor vehicle regimto financial difficulties because the non-availability of specific replacement parts prevented the delivery of a repaired motor vehicle although from 10,000 to 20,000 DME had been invested in these vehicles in the form of wages and materials.

- The State Secretariat for Motor Traffic and Roads drew up provisional production plans for the individual nationalized motor vehicle repair shops on the basis of annual reports submitted by these repair shops. These provisional production plans were forwarded to the Traffic Departments of the Councils of the individual Bezirke, which sent them to the Flanning and Statistical Benartments of the individual BDKs. On the basis of these provisional production plans, the repair shops controlled by the individual BDKs worked out preliminary production plans (Vorprojektplan). These preliminary production plans were frequently modified by the Planning and Statistical Departments of the BDK involved. After an agreement had been reached between the repair shops and the Planning and Statist Penartment of their Bezirk, the Planning Traffic revair shops submitted a production plan; and Statistical Department which forward Department of the Council of the Bezirk involved r this plan had beer approved, the plan was returned to the individual repair shop and thus became binding on it. A sum of about ?.5 million DME was to be allocated for BDK Potsdam in 1955. The money was to be spent on reveral permanent buildings, including a workshop for the traffic entermise at Hennigsdorf and an engine shop at Dreilinden. The sum of 2.5 million DME was subsequently reduced to approximately 300,000 DME, of which 120,000 DME were to be allocated to the Traffic Department, 150,000 DME to the Maintenance Department, and 30,000 DME to the Labor Depattment. The construction work mentioned above was to be cancelled. Of the 150,000 DME earmarked for the 14 VEB motor vehicle repair shops, a sum of about 65,000 DME was to be spent on the procurement of new machinery. This sum was completely inadequate. It was learned that most of the VEB motor vehicle repair shops operated at a deficit. Only the workshops at Dreilingen, Zossen, Oranienburg, Brande burg and Potsdem-Babelsberg yielded a profit. Most of the motor vehicle repair shops received annual grants from the State Secretariat for Motor Traffic. In late November 1954, vigorous measures were initiated to fliminate financial losses from operations of motor evehicle repair shops. It was believed rossible that the 1955 budget of the Maintenance Department of BDK Potsder would be subject to further modifications.
- 10. It was believed that the following fuel consumption norms were in use:

Tyre of Vehicle Fuel Consumption per 100 km

a. Sedans

aler Trumpf Junior 8.8 liters

BM" 13.5 "
DKW 11.0 "
ENW 12.0 "
IFA F 8 8.2 "
IFA F 9 9.5 "

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	Mercedes 170 V Opcl (2.0 liter) Venderer W 03-52 W Var derer 240 Venderer 10	12.5 liters 11.7 " 17.0 " 15.5 " 12.0 "	
	b. Trucks fitted with Otto motor	rs	
	Borgward L 400 Borgward LL 400 Buessing Z Daimler Benz L 1500	9.0 lliters ll.0 " 22.0 " 23.5 "	
11.		per hour raid at VEB rerair shops DME. The introduction of performance	
10.	from 10,000 to 15,000 smudents fa examinations in Bezirk Potsdam in school course took about six week always meet strict requirements. was therefore requested to have a checked by mid-1955. In late 1954	and Ratherow. It was remembered that diled to pass their drivers! In the first half of 1954. A driving as. The inspectors employed did not The State Secretariat for Motor Traffic all driving schools and instructors approximately 80 mechanic apprentices among the motor vehicle repair shops of BDK	
1.	Comment. The data on the or its superior agencies are correct	ganizational setup of BDK Potsdem and	25 <b>X</b> 1
· •	Comment. The two names ment	cioned were known previously.	25X1
₹.		sioned under 4 b and 4 c is reported	25X1
	for the first time.		
4.	Comment. The Ikarus buses a		
5.	intorm tion on the administration		25 <b>X</b> 1
	motor treffic in the GDR is chara	resent situation in the field of acterized by:	25 <b>X</b> 1
	e. completely insufficient produrequirements	action of motor vehicles for civilian	
	b. shortage of materials and spar	e parts	
	c. a critical shortage of funds.		
	There can be no doubt that the own cotor traffic is rather critical.		
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B-E-T PINCE AGENCY

INFORMATION REPORT

COUNTRY

East Germany

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DE PARE

PLACE ACQUIRED

Germany, Munich

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SUPPLEMENT TO

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THIS DOCUMENT CONTRINS IN PORMANCE AFFORMS THE INCIDENT OF THE UNITED STATES. STRIP! THE BEARING OF THE 19, SECTIORS 753
AED 794, OF THE U.S. CODE, AS ARREDDE. ITS THANSEISSON OR REPEL-ATION OF THE CONTRINTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON TO PROBLEMED BY LAW THE REPRODUCTION OF THIS PORE IS PROMINITED.

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1. In December 1954, the Besirks-Direktion tuer Kraftverkehr (Bezirk Directorate tog No. 1706)

Depart Control of Bezirk Potsdam, which again was under the control of the State Secretariat for Motor Traffic and Roads. In late 1954, it was generally believed of the BDK that the State Secretariat for Motor Traffic and Roads would be incorporated into a new Ministry of Traffic. All the correst cadence of BDK Potsdam was directed through the Traffic Department of the Council of Bezirk Potsdam.

2. BDK Potsdam consisted of the following devertmente:

Traffic Department
Planning and Statistical Department
Finance Department
Materials Supply Department
Maintenance Department
Cadre Department
Labor Department
Administrative Department
Security Inspectorate

The table of organisation (T/O) of BDK also included a Legal Department which was to be established in the near future.

In December 1954, BDK Potsdam controlled 22 VEB Traffic enterprises, 14 VEB motor vehicle repair shops and 5 driving schools, in addition to an undetermined number of BDK branch agencies (Aussenstellen und Nebenstellen) in all Kreise (administrative districts). A total of 74 agencies were subordinate to the BDK within Bezirk Potsdam.

The Haintenance Department of BDK had one departmental chief, one female secretary, and one technical administrative districts.

These positions are total total staff of BDK was cutamated to be 45 persons.

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- 3. BDK controlled the following 14 VEB motor vehicle remain shops:
  - "Max Reimann" repair shop at Dreilinder, formerly a Bosch enter rise, charged with remair work on model Horch, ERW, DKW, and Phaenomen vehicles. Work Force: about 175 men.
    - 2) Repair shop at Luckenwalde for model EMW vehicles. Work force: about 8 men.
    - 3) Repair shop at Brandenburg for model ELW and Horch vehicles. Work force: about 54 men.
    - 4) Repair shop at Brandenburg, charged with repair work on model ANO and TAN vehicles and motorcycles. Work force: about 7 men.
    - 5) Repair shop at Oranierburg, in charge of electric generators. Work Force: about 20 men.
    - 6) Repair shop at Neuruppin for model EMW and DKW vehicles. Work force: about 25 men.
    - 7) Revair shop at Neuruppin, in charge of electrical equipment for motor vehicles. Work force: about 40 men.
    - 8) Repair shop at Belzig. Work force: about 4 men.
    - O) Repair shop at Wittstock near Zehdenick, charged with repair work as model EMW vehicles. Work force: about 30 men.
  - 10) Repair shop at Kyritz.
  - 11) Repair shop at Wildau. Work force about 12 men.
  - 12) Repair shop at Potsdam Babelsberg, charged with remair work on model EMW and Thaenonmen vehicles. Work force: about 55 men.
  - 1) Repair shop on Lenné Strasse at Potsdam with a branch plant on the Autobahn at Michendonf, charged with renair work on mode! ELEV vehicles. Work force: about 30 men.
  - 14) Repair shop at Zossen, charged with repair work on model DKV vehicles. Work force: about 40 men.

The administrative personnel of each of the VEB motor vehicle remain shops included:

- I manager,
- i technical manager,
- i workshop foreman,
- 1 norm engineer,
- 1 purchasing agent,
- 1 accountant.
- Note: A personnel employed in the administration of motor traffic and highway matters included:

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	- 3 - 1		
a.	State Secretariat for Motor Traf	Tie and Roads	
	State Scoretary	Ernst Heinrich Wciprecht	
	Main Administration for Motor Tr	eaffic	
	Chief	Schlimper (fnu),	25 <b>X</b> 1
	Chief of the Technical Department	Lenz (fnu),	25X1
b.	Council of Bezirk Potsdam		
	Chief of the Traffic Department	Reschke (fnu)	25 <b>X</b> 1
	Chief of the Flanning Department	Schellow (?)	
c.	EDK Potsdam		
	Chief	Hans Daniel,	25X1
	Deputy Chief of BDK and Chief of the Traffic Department	Kleidon (fnu),	25 <b>X</b> 1
	To charge of Freight Praffic	Heinrich Kieling,	25X1
	Chief of the Planning and Shathatianl Department	Frau Klaus (fnu).	25X1
	Only of the Finance to artherit	Koch (fnu),	25X1
	In Charge of Rates	Inge Taege,	25 <b>X</b> 1
	Chief of the Materials Surply Depertment	Otto Seeger,	25X1
	Chief of the Cadre Department	Frau Franke (fnu),	25 <b>X</b> 1

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- 4 -		
Chief of the Labor Day: rement	Heinz Hellmann.	25 <b>X</b> 1
Chief of the Administrative Department	Pilzecker (fnu).	25 <b>X</b> 1
Cric? of the Security Inspectorate	Kapetsch (fnu).	25X1
Assistant	Heinz Bergemenn,	25X1 25X1
Secretary	Frau Wurl (fnu),	25 <b>X</b> 1

- Motor ventures available at BDK Potsdam included two model EMW, one model IFA 5-9, and one model DKW sedan.
- 6. The chief of the Technical Department of BDK was resconsible for the equipping of motor vehicle repair shops with the machinery required and the supply of materials. All requests for materials were directed through the Materials Supply Department. Workers and skilled laborers were requested through the Labor Department. There was a shortage of skilled workers. The chief of the Technical Department also worked on investment plans for machinery and tools. The chief of this department was in communication with the Traffic Department of the Council of Bezirk Potsdam and with the State Souvetariat of Traffic in Berlin.
- The tedte idual notor vehicle repair shops worked independently, drew up their own production plans, and had an accounting department of their com. Where were only inspected and supervised by the BDK. Each VEB motor vehicle capair shop toneluded contracts with private and communal enter visco. All state agencies such as the Councils of Bezirke, Kreise, Moships, and acoperative enterprises were under an obligation to have their motor vehicles repaired at VEB repair shops. Private remair shops could only be ased if VEB repair shops were unable to hardle a specific job. The expect of of VEB pepair shops was restricted by a shortage of methodicis. Machine-tractor stations (MTS) had their own remain shows. Such regain whoma were known to exist in Justerbog (headed by Metz (fnu)) and at Manaphagem nour Berlin. Special VP and/or KVP repair shops were unknown. To one case, the KVP wanted to have 30 model Pheenomen ambulances everyou) od at a BDM repair shop. The order was placed with the BDK repair show at Pessen, which charged 2,500 DEE for the overhaul of one amber and . They a Torown the t the price for one such everhaul of the became report thop was 1,800 DME. Repair work for Soviet agencies was done at the repair shop at Dreilinden. In principle, only one shift was worked at VEB notor vehicle regain shops. All repair shors had to submit monthly reports on their output. In these reports, the nonfulfilment of repair plens had to be explained. An exchange of experiences between the individual VES motor vehicle repair shops was planted. The only information available on BDK branch offices (Aussenstellen and Webensteller) was that they had to serve private motor vehicle owners and their they issued ration coupons for gasoline.

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Replacement parts needed by the VEB repair shors were requisitioned through the Maintenance Department from the Materials Supply Department. General requirements were calculated on the basis of production plans made in advance. The Materials Supply Department reports its over-all requirements to the Traffic Department at the Council of the Bezirke. The Materials Supply Department sent the licenses for the procurement of replacement parts to the DHZ agencies existing in the individual Kreise, which dispatched them to the individual repair shops. The repair shops, which are in charge of maintenance on specific makes of motor vehicles, conclude delivery contracts with the automobile plant involved. The VEB motor vehicle repair shops are charged the same rrices as the DHZ for the replacement parts delivered by the individual automobile plants. Surplus replacement parts were sold to other BDK repair shops at a profit. In Bezirk Potsdam, VEB motor vehicle repair shops were also authorized to sell surplus replacement parts at DHZ prices to private repair shors. There was, however, a shortage of important regiscoment parts such as crankshafts, rear axles, drive wheels and bevel wheels for differential gears, steels of all kinds, steering units, especially worm gears for these units, and spring steels and only minor replacement parts such as signal arms, fenders, exhaust pipes, door handles, and head lights were available for sale. At the Dreilinden remain shop, surplus stocks of minor spare parts were valued at about 93,000 DME. Most of these stocks were accumulated by panicky buying. Surplus stocks accumulated at the Zossen repair shop were estimated at 43,000 DME, at the Potsdam-Babelsberg repair shop at about 76,000 DME, and at the Luckenwalde repair shor at 27,000 DME.

In Benirk Potsdam there were some private remain shops which had concluded contracts with specific automobile mants for the repair of motor vehicles remufactured by them. These private repair shows thus had become a "Vertrags-Werkstatt" (contractual repair shop). Before this happened, the private motor vehicle repair shows were inspected by representatives of the nearest VEB motor vehicle repair shop. If the result of the inspection was favorable, the private repair shop had to submit an official request to the Maintenance Department of BDK. These requests. after they had been checked, were forwarded to the Technical Department of the State Secretariat for Motor Traffic through the Traffic Department of Bezirk Potsdam. During the months preceding December 1954, several such requests by private motor vehicle repair shops were rejected because the nationalized motor vehicle repair shops were given preference. The situation was, however, rather confused and in some cases private "Vertrags-Workstaetten" were so provided with replacement parts that they could help out the nationalized repair shops. It was believed that some of the private repair shops obtained replacement parts The difficult situation in the field of replacement parts was illustrated by the feed that in September 1954, of 54 buses available to the nationalized traffic enterprise at Potsdam-Babelsberg, about 27 were desdlined because replacement parts for their repair were not available. At a conference held at the Traffic Department of Bezirk Potsdam in October 1954, a representative of the Ministry of Machine Construction blamed all BDK agencies for the failure to carry out necessary repair work on buses which were urgent'y required for the transportation of gainfully encloyed persons. He mentioned that in Leipzig a bus with 60 seats had been deadlined because a small pinion could not be replaced. It was also mentioned that the brake cylinders on model Ikarus buses suffered from faulty design. It was therefore resolved at the conference to modify the manifold pressure control of the brake system on these buses.

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25X1

In view of the critical situation in the field of replacement parts, the establishment of a clearing point for materials and replacement parts in every Bezirk was suggested. Such a clearing point was opened in Bezirk Potsdam during three days in early December 1954. In Potsdam, the organization of such a replacement part clearing point proved a failure. Nationalized motor vehicle repair shops often got into financial difficulties because the non-availability of specific replacement parts prevented the delivery of a repaired motor vehicle although from 10,000 to 20,000 DME had been invested in these vehicles in the form of wages and materials.

- The State Secretariat for Motor Traffic and Roads arew up provisional production plans for the individual nationalized motor vehicle repair shors on the basis of annual reports submitted by these repair shops. These provisional production plans "ere forwarded to the Traffic Perartments of the Councils of the individual Bezirke, which sent ther to the Flanning and Statistical Departments of the individual BEKs. On the basis of these provisional production plans, the remain shops controlled by the individual BDKs worked out preliminty production plans (Verprojektplan). These preliminary production plans were frequently modified by the Planning and Statistical Departments of the BDK involved. After an agreement had been reached between the repair shors and the Planning and Statistical Department of their Bezirk, repair shows submitted a production plan (Reinblan) to the Planning and Statistical Department which forwarded it to the Traffic Department of the Council of the Bezirk involved. After this plan had been approved, the plan was returned to the individual remain shop and thus became binding on it. A sum of about 0.5 million DME was to be allocated for BDK Potsdam in 1955. The money was to be spent on several permanent buildings, including a workshor for the traffic enter-rise at Hennigsdorf and an engine shop at Dreilinden. The sum of 2.5 million DME was subsequently reduced to approximately 300,000 DME, of which 120,000 DME were to be allocated to the Traffic Department, 150,000 MAR to the Maintenance Department, and 30,000 DME to the Labor Department. The construction work mentioned above was to be concelled. Of the 150,000 DME carmarked for the 14 VEB motor vehicle repair shops, a sur of about 65,000 DME was to be spent on the procurement of new machinery. This sum was completely inadequate. It was learned that most of the VEB motor vehicle regain shops operated at a deficit. Only the workshops at Breilinden Zossen, Oranienburg, Brande burg and Potsdam-Babelshorg yielded a profit. Most of the motor vehicle repair shops received annual grants from the State Secretariat for Motor Traffic. In late Rovember 1954, vigorous measures were initiated to eliminate financial losses from operations of motor vehicle repair shops. It was believed possible that the 1955 budget of the Maintenance Department of BDK Fotsdam would be subject to further modifications.
- 10. It was believed that the following fuel consumption norms were in use:

Type of Vehicle Fuel Consumption per 100 km

## ວ. 300ຄກຣ

Adder Trumpf Junior	8.8 liters
DMU	13.5 "
DK%	11.0 "
En. II	12.0 "
IFA F S	8.2 "
IFA F 9	9.5 "

25X1 - 7 -12.5 liters Mercedes 170 V 11.7 " Opel (2.0 liter) 17.0 " Wonderer W 23-52 W 15.5 " Wonderer 240 Wonderer 10 12.0 " b. Trucks fitted with Otto motors 9.0 liters Borgmard L 400 11.0 " Borgward LL 400 22.0 " Buessing Z 23.5 " Daimler Benz L 1500 11. The chief of the Maintenance Department of BDK Potsdam received a monthly salary of 679 DME. Wages per hour gaid at VEB remain shops fluctuated from 1.75 DME to 2.25 DME. The introduction of performance wages has so far proved impossible in view of the shortage of replacement parts. 12. Driving schools of BDK Potsdam were available at Luckenwalde, Brandenburg, Hennigsdorf, Kyritz and Rathenow. It was remembered that from 10,000 to 15,000 students failed to mass their drivers' examinations in Bezirk Potsdam in the first half of 1954. A driving school course took about six weeks. The inspectors employed did not always meet strict requirements. The State Secretariat for Motor Traffic was therefore requested to have all driving schools and instructors checked by mid-1955. In late 1954, approximately 80 mechanic apprentices were being trained at the 14 VEB motor vehicle, repair shops of BDK Potsdam. The period of training was three years. Comment. The data on the organizational setup of BDK Potsdem and its superior agencies are correct. 25X1 Comment. The two names mentioned were knowUNCODEDusly. 2. 25X1 Comment. The personnel mentioned under 4 b and 4 c is reported 25X1 3. for the first time. Comment. The Ikarus buses are imported from Hungary. 4. 5. Comment. The present report on BDK Potsdam agrees, with previous 25X1 information on the administration of motor traffic in the GDR. . The present situation in the field of 25X1 motor traffic in the GDR is characterized by: completely insufficient production of motor vehicles for civilian requirements b. shorting of materials and spare parts c. a critical shortage of funds.

SEC-PET

There can be no doubt that the over-all situation in the field of

motor traffic is rather critical.

